

# CITY of ALBUQUERQUE TWENTY-SECOND COUNCIL

COUNCIL BILL NO.     R-16-50     ENACTMENT NO.     R-2016-088    

SPONSORED BY:     Isaac Benton

**RESOLUTION**

**AMENDING POLICY ESTABLISHED IN F/S R-88-404, REQUIRING A TRAFFIC SIGNAL LOCATION ENGINEERING STUDY AND THE INSTALLATION OF TRAFFIC SIGNALS ON COAL AND LEAD AVENUES AT WALTER STREET.**

**WHEREAS, Coal and Lead Avenues between Broadway Boulevard and Locust Street, identified as Community Principal Arterials on the 2040 Long Range Transportation System Guidelines, bisect residential neighborhoods, and combined transport an average of 19,000 vehicles per day; and**

**WHEREAS, the roadway geometry for these segments of Coal and Lead facilitates speeding with a straight horizontal alignment of 2100 feet, and a vertical slope of 70 feet, resulting in regular travel, nine miles per hour on average in excess of the posted speed limit of 30 miles per hour, as measured by a traffic study in August of 2016, and creating a hazard for motorists, bicyclists and pedestrians and a noise nuisance in the adjoining residential neighborhoods; and**

**WHEREAS, The New Mexico Department of Transportation August 2015 Report for Annual Crash Data placed these segments of Coal and Lead within a high crash density zone for all motor vehicle crashes, including alcohol involved and pedestrian involved crashes; and**

**WHEREAS, the City through the 2011 Coal and Lead project traffic calming and beautification project initiated steps to prevent the speeding, including reducing the number of lanes, and in 2013 through a City Council Set A Side Project installing bump outs and enforcement of traffic laws. In 2016 using Council set a side the traffic lanes were narrowed and a buffer installed between the outside lane and the bike lane. Though these measures have**

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1 reduced the speed of traffic, speeding is still a frequent hazard and additional  
2 steps are required for traffic to operate at appropriate speeds; and

3 WHEREAS, although where Walter Street intersects with Lead and Coal  
4 Avenues, the intersections do not meet the Manual on Uniform Traffic Control  
5 Devices signal warrants installing traffic signals on Coal and Lead between  
6 Broadway and Locust would be consistent with existing adopted policies and  
7 is necessary to achieve overall vehicle operating speeds of 30 miles per hour;  
8 and

9 WHEREAS, Coal and Lead east of Oak and Washington Streets generally  
10 operate at the 30 miles per hour established speed limit and adequate traffic  
11 gaps occur for traffic proceeding north to south across Coal and Lead and  
12 traffic calming measures on these segments include, importantly, placing  
13 traffic signals between major intersections; and

14 WHEREAS, F/S R-88-404, following the recommendations of a City traffic  
15 study, required the installation of 6 traffic signals to be located between major  
16 signalized intersections from Oak Street to Washington Street with signal  
17 spacing on Coal and Lead every 1000 to 1500 feet, timed so that vehicles  
18 proceeding at 30 miles per hour would pass through the signalized  
19 intersections during the green light cycle; and

20 WHEREAS, the traffic hazards identified on Coal and Lead Avenue in F/S R-  
21 88-404 also extended to the segments between Broadway and Locust, yet the  
22 Resolution did not require signals on these segments. Traffic management on  
23 Coal and Lead west of Interstate 25 was regulated by the traffic management  
24 policies for the Central Business District (CBD). These policies promoted the  
25 efficient and rapid movement of commuter traffic at speeds of 35 miles and  
26 higher between the CBD and I-25 and I-40, and traffic was shuttled on one way  
27 arterial streets including Coal and Lead with signals located only at the  
28 intersections of major roadways; and

29 WHEREAS, recent regulatory measures adopted by the City have aligned  
30 the traffic management policies for arterials extending from the CBD with the  
31 measures in F/S R-88-404, sector plans for the CBD and abutting  
32 neighborhoods combined with the Complete Streets Ordinance, have  
33 refocused these policies to managing traffic for multiple traffic modes and

1 preserving the context of adjoining land uses, to be accomplished through a  
2 number of strategies including additional stop controlled intersections.

3 BE IT RESOLVED BY THE CITY COUNCIL, THE GOVERNING BODY OF THE  
4 CITY OF ALBUQUERQUE:

5 Section 1. The Albuquerque City Council, to complete the implementation  
6 of the findings of the 1988 Lead Coal Study, amends the policy established in  
7 F/S R-88-404 that requires the installation of traffic signals between major  
8 intersections on Coal and Lead Avenue from Oak Street to Washington Street  
9 to also include the segments of Coal and Lead between Broadway Boulevard  
10 and Locust Street.

11 Section 2. Traffic signals shall be installed at the intersection of Coal  
12 Avenue and Walter Street and at the intersection of Lead Avenue and Walter  
13 Street. Installation shall occur within 9 months of the procurement of funds for  
14 the installation of the signals.


15 Section 3. The signals at Locust Street, Oak Street and Walter Street and  
16 Broadway Boulevard shall be timed in coordination with the signals east of  
17 Oak for vehicles traveling 30 miles per hour to receive Green Signals at these  
18 intersections.

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1 PASSED AND ADOPTED THIS 17<sup>th</sup> DAY OF October, 2016  
2 BY A VOTE OF: 8 FOR 0 AGAINST.

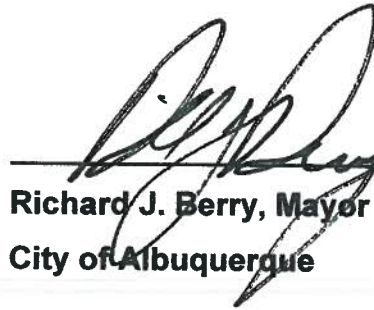
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4 Excused: Harris

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9 Dan Lewis, President  
10 City Council

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14 APPROVED THIS 27<sup>th</sup> DAY OF October, 2016

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18 Bill No. R-16-50

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22 Richard J. Berry, Mayor  
23 City of Albuquerque

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25  
26 ATTEST:

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28   
29 Natalie Y. Howard, City Clerk

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